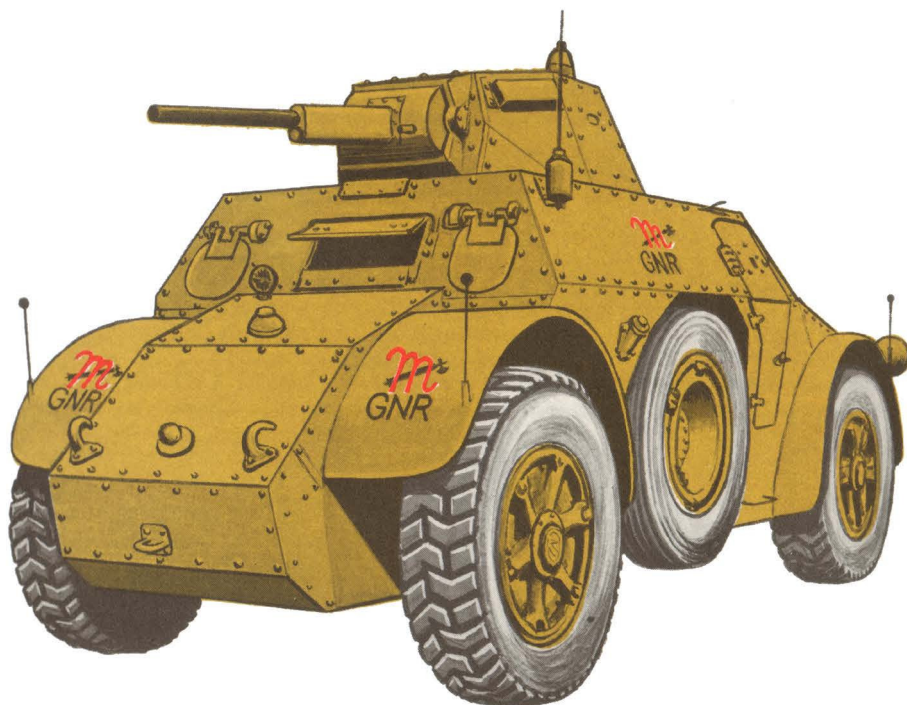




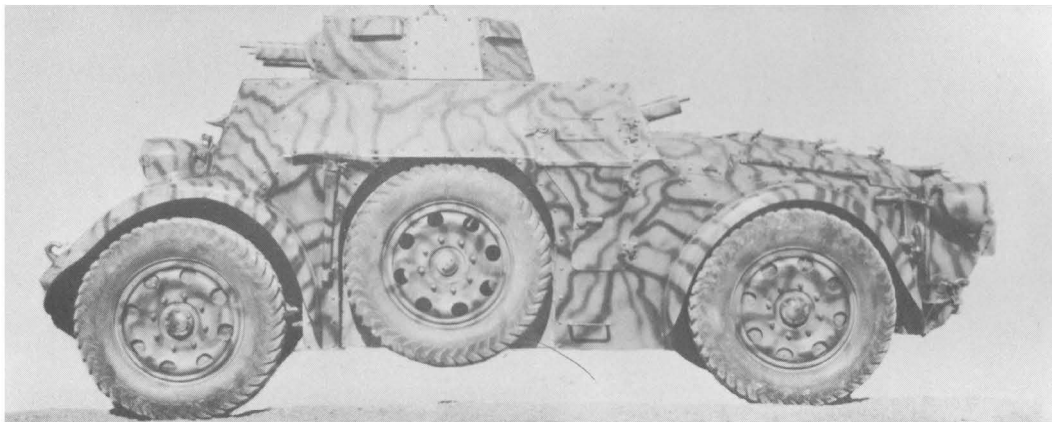
SERIES
33

MILITARY VEHICLE PRINTS



SERIES THIRTY THREE

AUTOBLINDA 40	(IT)
AUTOBLINDA 41	(IT)
CARRO COMMANDO M41	(IT)



ABOVE: *The prototype of the new Italian Armoured Car was presented to Il Duce, Mussolini, on the 15th May, 1939. Based upon a design for the Italian Colonial Police, it had front and rear driving positions and was armed with two machine guns in the turret and a single machine gun in the rear hull. The designation at that time was "Abm 1" though this was later dropped in favour of "Autoblinda 39".*

COVER ILLUSTRATION — Drawn by George Bradford

The Autoblinda 41 in the cover drawing was seen in Milan in July 1944. It was an AB 41 of the "Leonesa" Guardia Nazionale Repubblicana (G.N.R.) Armoured Group. This special unit was formed in May 1943 and was equipped with German built Panzerkampfwagen 'Tiger' Ausf. E. However, after the Italian Armistice in September 1943, these Tigers were handed back to the Waffen SS and the group re-equipped with ex. R.E. Italian armoured vehicles. The red "M" was Mussolini's monogram and this was superimposed on the black republican fasces. Initially these vehicles were painted in sand alone, but by December 1944, many appeared to be camouflaged.

BELLONA MILITARY VEHICLE PRINTS — Series Editor : Hilary Louis Doyle

BELOW: *A propaganda photograph shows the Abm 1 in a typical battle situation. It is interesting to note that these cars were substantially unchanged in later models as the basic design was sufficiently advanced.*



AUTOBLINDA 40/41 – 1939/45

Drawings and historical research by Dott. Nicola Pignato.

On 2nd February, 1938 the Fascist Party official newspaper "Il Popolo d'Italia" printed a news item about the Colonial Police Force, its equipment and armament. It was pointed out in this article that special Armoured cars capable of high performance in rough terrain were being studied.

Later, on the 3rd August, 1938, the Army Development Programme included the specification of an Armoured car that was required for the Cavalry. The Army specification called for front and rear driving positions, and both turret and hull mounted machine guns. It was therefore obvious that a unified design should be adopted and special modifications should be made to suit Police or Army work. Prototypes of both the Colonial Police Car and the Army Car were constructed over the coming months. On 15th May, 1939 the two armoured cars were presented to the Duce, Mussolini, at the opening of the new FIAT factory at Mirafiori, Turin.

In June 1939, the Army prototype, designated Abm 1, was delivered to the evaluation team of the Centro Studi Motorizzazione in Rome for testing. Later it received combat testing in the manoeuvres that were held at Piedmont in August 1939. The success of these tests led to contemporary reports which stated it was "a new vehicle, in the forefront of World design, with excellent fighting capacity and freedom of movement". Thus it received the designation Autoblinda 39. Some minor modifications were carried out and by early 1940 the designation was AB 39/40. Approval for production was given at that time and series production began in mid 1940. The designation of the production vehicle was now simply AB 40. The official order specified that a small proportion of these armoured cars were to be fitted with a 20 mm cannon armament so as to provide heavier fire power in each platoon.

A new turret mounting the 20 mm Breda M 35 was provided by using the design of the turret of the L 6/40 light tank. By the end of 1940, combat experience showed that the 20 mm armament was more desirable and subsequently all new AB 40 were fitted with the 20 mm turret. The designation was then changed to AB 41 to differentiate between the machine gun and the cannon armament.

By the end of 1941 all Autoblinda in service, both AB 40 and AB 41, were fitted with the RF 3 M radio sets. By 30th September, 1942, the Italian Army strength lists showed that there were 298 AB 41 available. The number of AB 40 is unknown but was small in comparison to the AB 41. At that time orders for a further 430 AB 41 had been placed with FIAT-Ansaldo. Unimportant changes were made to the AB 41 during its production life, these included the usual attempts to improve reliability, particularly of the steering system. Late models carried racks for jerry cans. Two experimental variations of the AB 41 were built. The first was a self-propelled gun mounting the 47 mm L/32 anti-tank gun and the second was a turretless open topped ammunition carrier. Neither cars entered production.

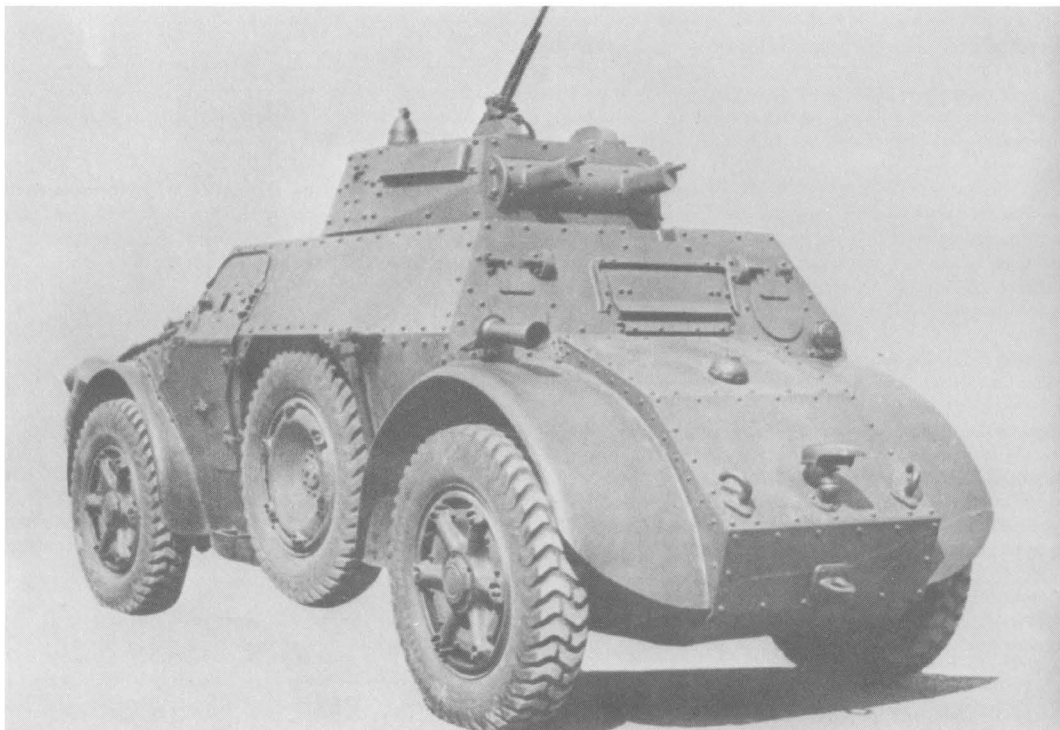
Before the Italian Armistice in September 1943 an improved Autoblinda 43 had been tested by the Centro Studi Motorizzazione. The basic chassis remained the same but the superstructure was widened and a new low turret with the 47 mm L/40 gun of the M 15/42 tank. As with the AB 41 this vehicle also had a co-axial 8 mm Breda machine gun. This AB 43 was never built in quantity. After the Armistice an improved model of the AB 41 continued in production. This was renamed the AB 41/43. Generally the armament was the normal 20 mm Breda M 35 but later the German 5 cm L/60 was used. These vehicles will be the subject of later Bellona Prints.

As already said, the most largely used car of this series was the AB 41. It was an armoured car which could travel and manoeuvre either on or off roads, on moderate rough terrain and on sand or snow. A steering control system at each end enabled the crew to operate it in either direction. At each driving seat, there was a direction control lever, gear shift, hand brake, clutch foot brake and accelerator.

From the engine the drive was transmitted via a dry plate clutch to a crash type gearbox. This was integral with the clutch housing at the engine end and was mounted in the centre of the chassis. A separate reverse gearbox was bolted to the forward end of the main gearbox and therefore, reversed all the gears. From the front driving seat, all six speeds could be operated, but from the rear one, only the first four were available.

The drive into the distribution box was transmitted by a helical toothed crown wheel and pinion to a differential unit. This differential might be locked. The drive from the gearbox was transmitted to the distribution box mounted approximately amidships of the chassis, and four separate output shafts with universal joints at their ends took the drive, through hub reduction gear, to each wheel.

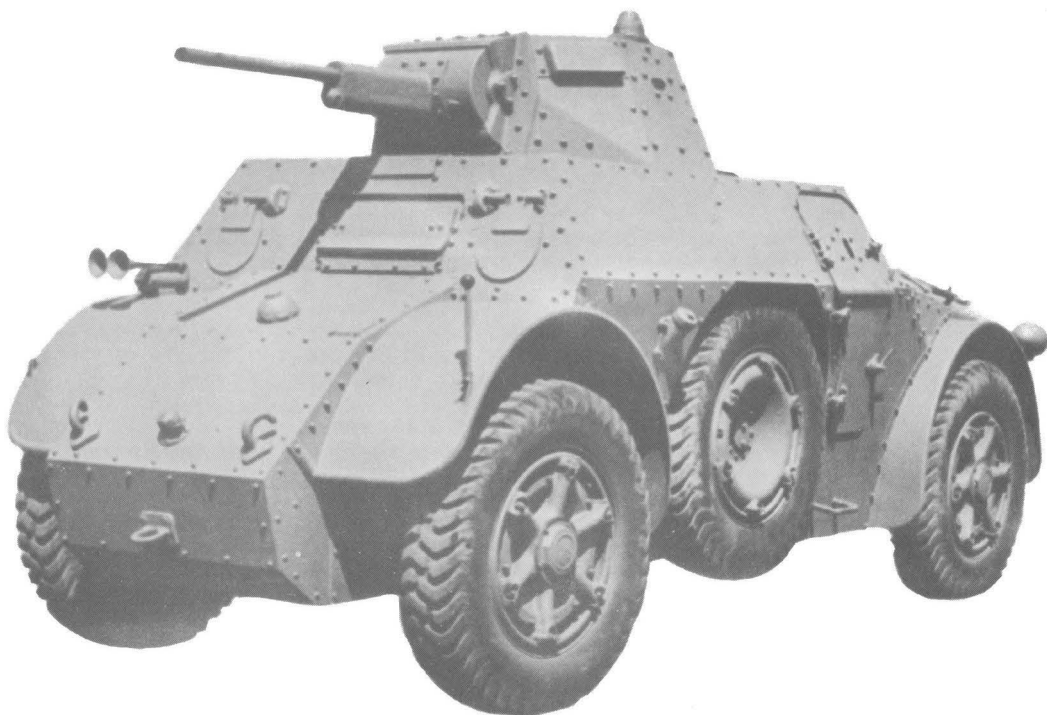
The steering was operated on all the four wheels simultaneously from either the front or rear driving seats. This was achieved by the coupling of the front and rear steering units by a shaft. Actuation was through bevel gear at the base of each column.



ABOVE: *The production prototype of the Autoblinda 40. This prototype had some features that were eliminated on production vehicles, namely, the AA Machine gun mounting and the Notek light on the nose plate. The headlights were now housed within the armoured body and when not in use were protected by armoured flaps.*

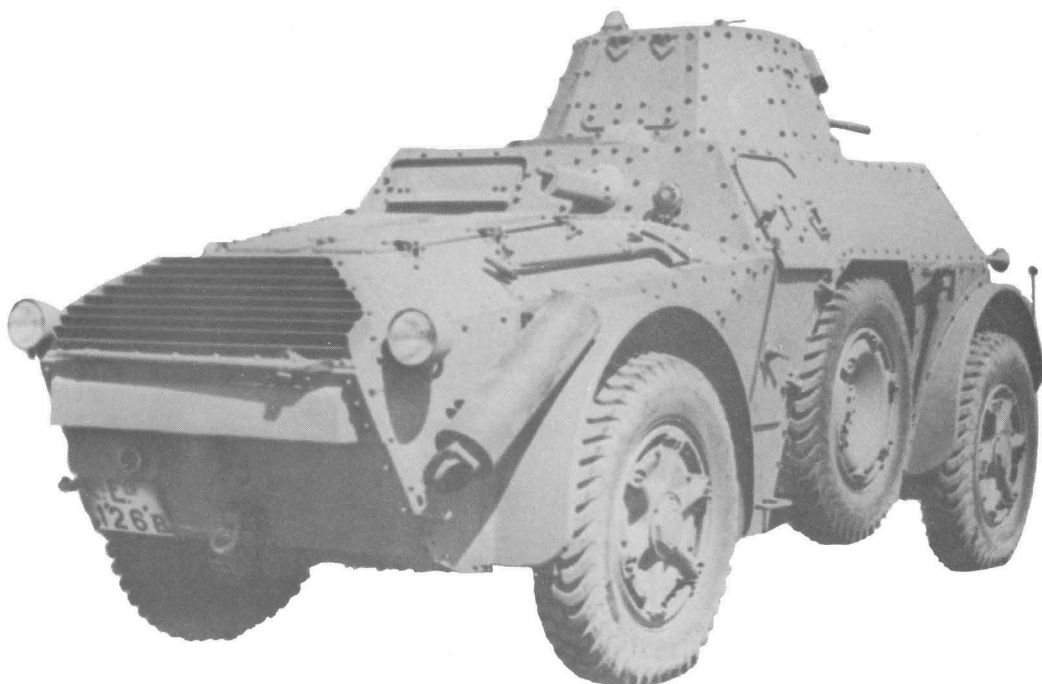
BELOW: *An AB 40 of the "Nizza" 10th Cavalry Regiment on a training course at the Cavalry Training School of Pinerolo (Piedmont) in 1941. It is seen making a high speed fording of the River Chisone. By this time the Notek light and AA MG mounting had been eliminated.*





ABOVE: This is the prototype of the AB 40 mounting a special 20 mm gun turret. Initially only a small number of the AB 40 were to be armed with the 20 mm gun, but in fact, only small numbers of the machine gun armed cars were built. Thus retrospectively all 20 mm gun cars were designated the AB 41.

BELOW: Rear view of the above vehicle. Note that the turret counterweight was not yet fitted. The R.E. number is 126 B. The tyres fitted to this vehicle are the normal European pattern "Artiglio" tyre, in our drawings these vehicles are shown fitted with the smooth tread pattern "Libia" tyres.



The four wheels were of cast disc type with detachable rims; two spare rims were on rotating carriers at each side of the hull. Their stub axles were mounted at a height which permitted the tyres to project 3" below the hull, thus enabling the tyre to take the weight when crossing rough country and thereby minimising the danger of bellying.

"Artiglio" European tyres or "Libia" sand tyres could be replaced by a special security tyre. All wheels could be fitted with two-piece steel chains.

The main brakes on the vehicle were hydraulically operated on the four road wheels and applied by foot pedal; a hand brake lever for each driver was of orthodox pattern.

The suspension was independent. The wheel assembly was pivoted to the chassis on two wishbone type radius arms. The lower arm was longer than the upper one and was attached to the lower end of the coil spring, whose upper end was attached by a bracket to the chassis. The wheel ends of the upper and lower radius arms carried on trunnion the king pins, one being above and the other below the universal joint of the final drive shaft.

The turret armament consisted, for the AB 41, of a Breda 20 mm M 35 cannon, in combination mount with an 8 mm Breda M 38 MG. The mount of the 20 mm cannon was of channel section, semi-circular extension of the sides of the forward end forming bearing to carry lugs on which the gun was mounted. The cocking gear was between the right side of the gun mounting and the telescope tube. The telescope field 30°, magnification 1, was in a tubular member bolted to the right hand side of the mounting itself. Both the guns were fired by foot control, through Bowden type cables. The gunner's seat was mounted on two tubular supports bolted to the turret flange and rotating with it. When not in use, the seat automatically folded away. A body strap for the gun was provided.

The hull 8 mm Breda M 38 MG was fired, traversed and elevated by hand. Its mounting was of hemispherical gimballed type. To allow clearance for the magazine an opening was provided in the roof covered by a dome. The gun telescope was similar to the one mounted in the turret. The gunner was provided with a hinged seat mounted on the hull floor.

The general construction of armour was of flat plates bolted together, although a small amount of plate forming had been used in visor flaps, ventilation cowls, hatch covers and wheel arches. The 10 mm. dia. bolts were countersunk and had conical heads; where rivetting had been used the rivets were of the flush type.

The hull flat plates were butt jointed over strips of flat or angle section to which they were bolted or rivetted. The hull was bolted to the conventional chassis frame and a laminated packing material was used in the joints.

The bonnet had two engine access hatches louvred for air intakes; on the rear right hand hull side a cylindrical silencer was mounted. On the front glacis plate there was the armoured filler cap of the auxiliary petrol tank, while the filler of the main tank was situated on the upper nearside hull plate (the third filler cap was in the fighting compartment).

A towing link was bolted centrally on the tail plate, while a central towing hook was rivetted to the lower nose plate. Robust towing hooks were provided and rivetted to the hull side plates at the rear and to the upper nose plate to the front. A spherical attachment for a towing bar was mounted centrally between the towing hooks.

The dural floor consisted of three trays. The rear petrol tank, petrol filter, radiator heater tank, rear driver's instrument panel and steering column were mounted on a light channel section framework of welded construction. The base was bolted to the chassis frame and the top to the rear engine cover plate and to tubular cross member of the chassis.

In the inside, there were folding seats, stowage bins, a water tank (thermos) and three fire extinguishers (in addition to the ammunition racks). A vision port was mounted for the forward and rear drivers, the former being fitted with an episcope.

The access to the hull was obtained by a halved door on each side; the lower half of each door was hinged to the lower hull side and the upper half to the upper side plate, this fitted with a revolver port. In the turret roof there were an escape hatch, provided with a cover hinged to the rear and secured by two latches similar to those in the side access doors. A circular aperture with a sliding bullet proof door was provided in this door. A loading hatch (with its door) for mounting the 20 mm gun was fitted in the rear of the turret. A cast front plate was adopted.

A periscope was fitted on the turret roof under a domed cover on the nearside. Two vision slots were in the turret sides.

The front headlamps were recessed in the front vertical plate and might be completely covered by bulletproof flaps hinged at the tops and operated by the front driver.

The petrol engine, situated at the rear, had 6 cylinders in line with two overhead valves per cylinder mounted in three separate heads. Ignition was provided by a screened Marelli FL6 Magneto, with impulse starter and 6 plugs also fully screened to prevent radio interference. A Zenith carburettor was fitted on offside of engine under exhaust and inlet manifolds; a dry type air cleaner was also mounted low down on the offside of the engine at the flywheel end. A centrifugal governor in line with the Magneti-Marelli 300 W dynamo was fitted, in order to limit the engine speed to 2,700 rpm. The lubrication was by forced feed. The cooling system consisted of two sealed radiators mounted vertically side to side at the rear of the engine compartment, a centrifugal pump and two radial fans.

Air was taken through louvres in the rear engine cover plates and, having passed over the engine, was exhausted by pass through the radiators and louvres in the upper tail plate and an opening in the lower tail plate protected by a bullet-proof cowl. The engine of the armoured car might be started electrically, or manually from the outside. The orifice, with a screwed cap for protection, was fitted in the lower tail plate.

In each forward side of the turret was an opening for ventilation while another was in the offside hull plate behind the spare rim carrier, provided with additional protection by the spare rim carrier.

The two models of this armoured car were also produced as a railway version, designed "Autoblinda Ferroviaria". These differed from the normal models only by a railway wheels kit and device which allowed the car to move either on ground or on rails. Therefore, they had, four normal wheels and four railway type ones, spare wheel hubs suitable to receive two rubber wheels each side and appropriate connecting rods to secure these wheels, appropriate sand-boxes fitted above the wheels; operated from the fighting compartment by flexible rods, a device to lock the drive, a searchlight on the turret (on the left side for AB 40 and on the right side for AB 41), glass holders to apply to the headlights a red or green disc, two flag-holders on the left side of the car (at the front and at the rear) and the appropriate stone-clearers.

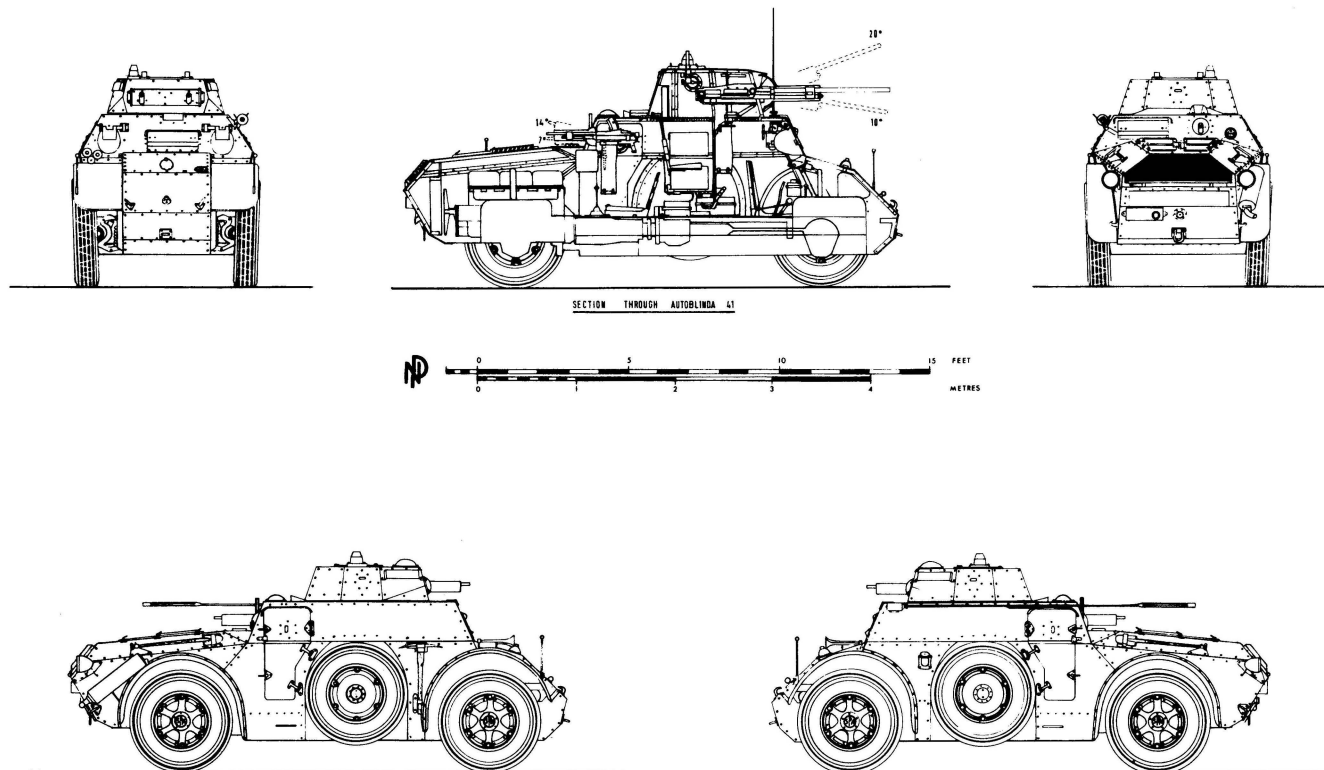
The Italian Army employed the AB 40 and AB 41 in its reconnaissance units for the search and contact of the enemy, or in attack missions, to give security to the front and flanks and to carry out routine patrols.

They were used on all fronts, especially in the Western Desert and Tunisia. In the Balkans they were used against guerrillas and here also the railway version saw service.

The AB 41 was considered — as said in an official report of the Italian High Command in Libya — "a very good vehicle, which nevertheless had given an excessive percentage of troubles owing to defects in the steering system".

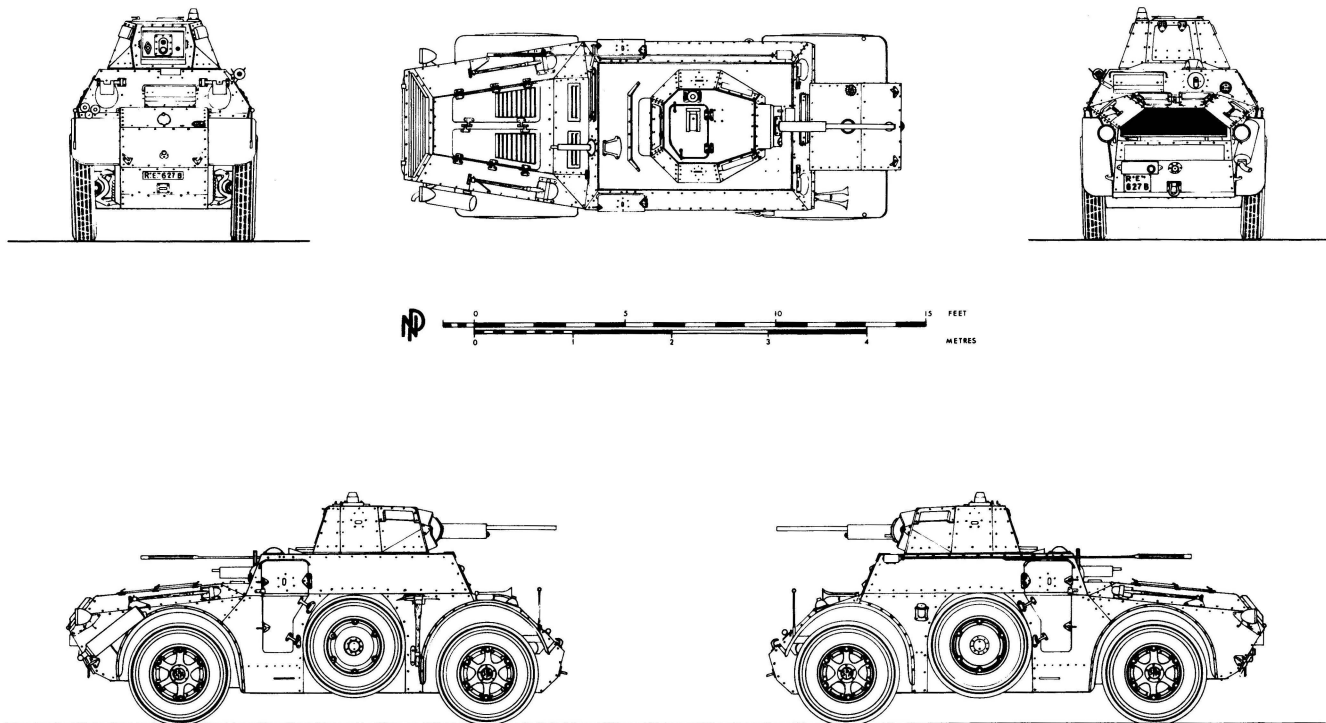
BELOW: *A unit of Italian AB 41 armoured cars on duty in Corsica. (Imperial War Museum Photograph)*





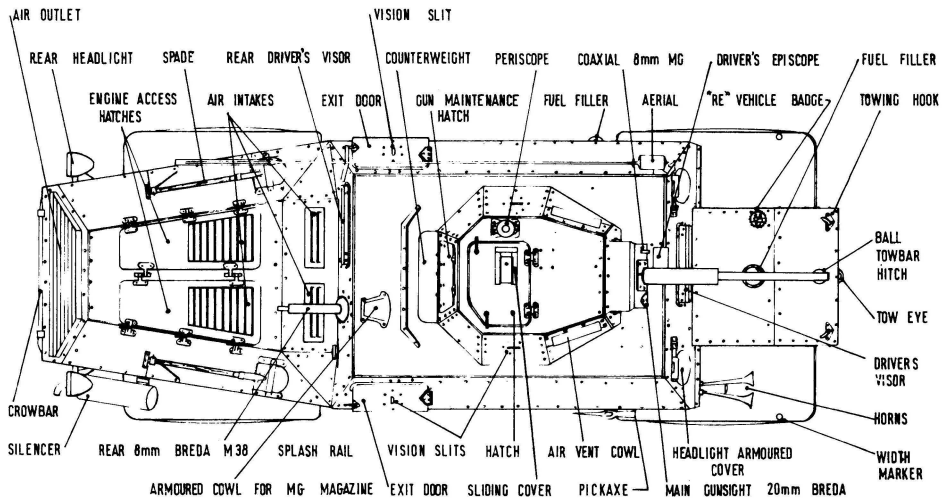
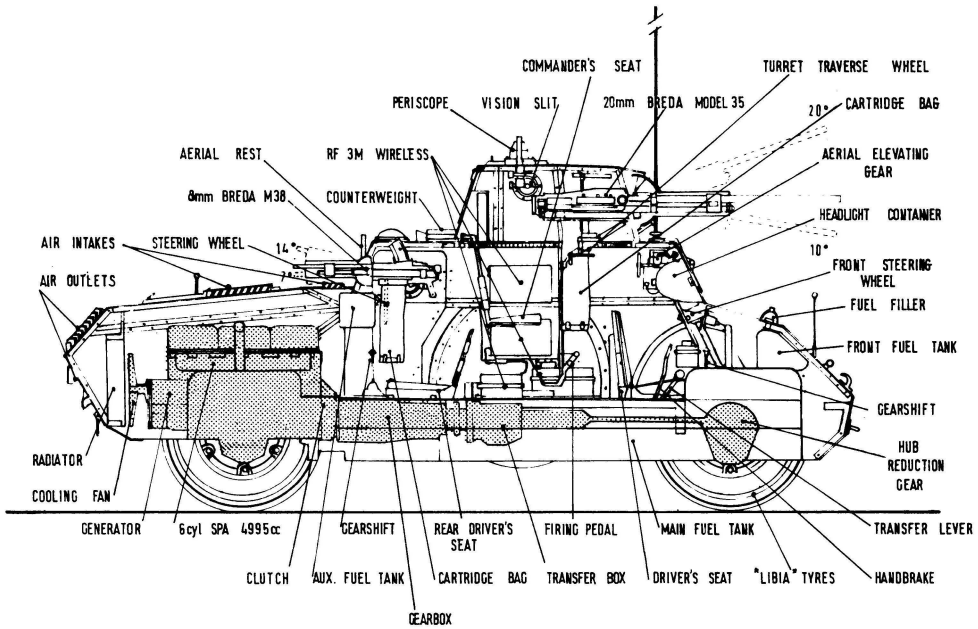
AUTOBLINDA 40

DRAWN BY DOTT. NICOLA PIGNATO



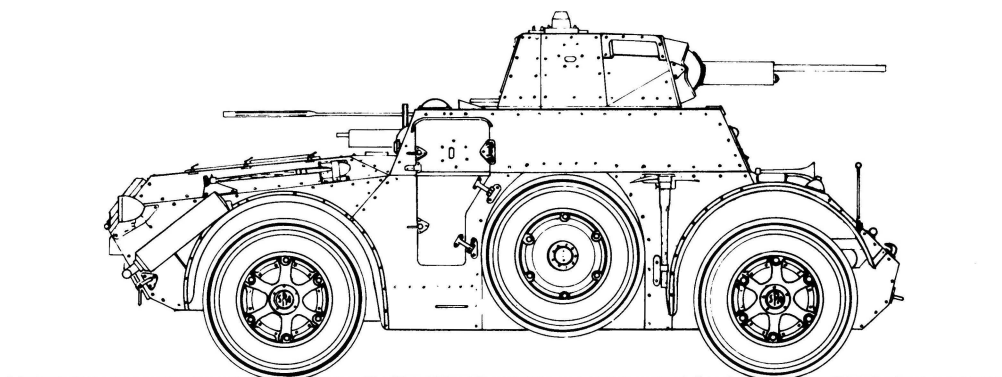
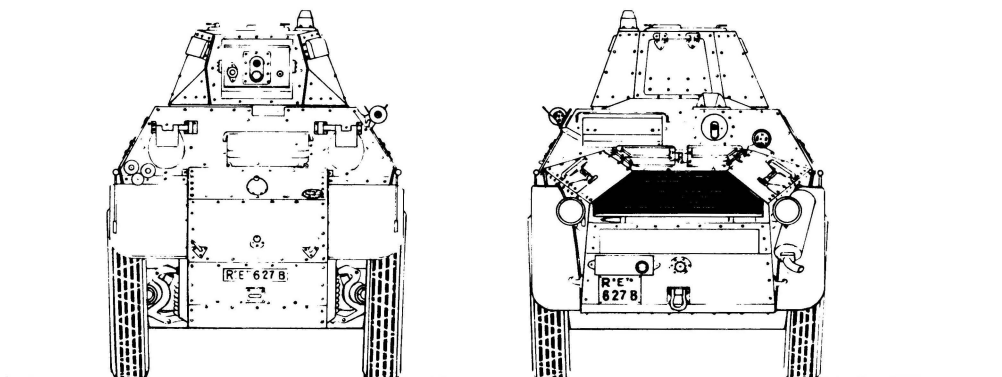
AUTOBLINDA 41

DRAWN BY DOTT. NICOLA PIGNATO

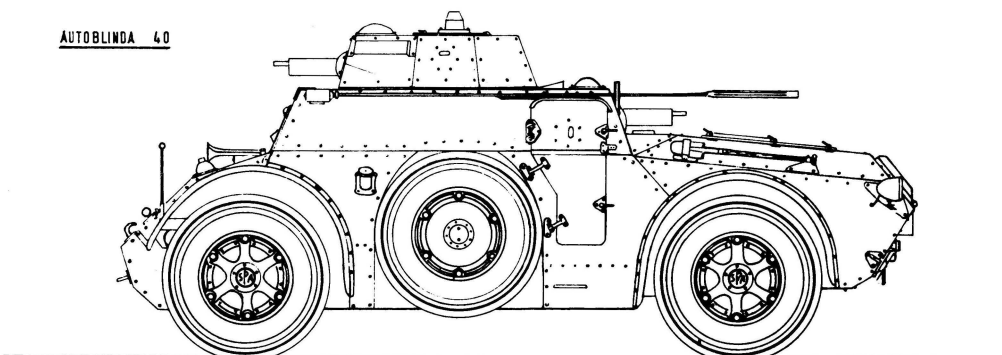


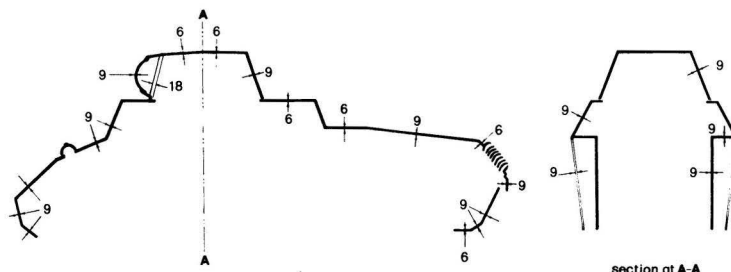
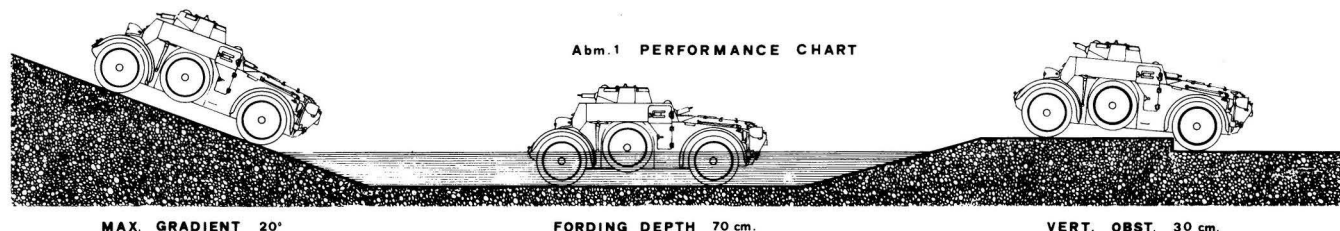
AUTOBLINDA 41

DRAWN BY DOTT. NICOLA PIGNATO



AUTOBLINDA 40





AB 41 ARMOUR (mm.)

Technical Specification for Autoblanda 41

Crew: 4
 Weight, combat loaded: 16,486 lbs. 7.36 long tons
 8.24 short tons, 7.50 tonnes

Performance

Speed, Max. Road: 49 mph (78 Km/h)
 Cross country: 24 mph (38 Km/h)
 Max. Gradient: 30 degrees
 Fording depth: 2'-4" (70 cm)
 Min. turning circle: 5.50 metres
 Range (internal fuel)
 Road 400 Km
 Cross country
 Power to weight ratio 10.7 Metric HP/ton

Dimensions

Length overall: 17'-1½" (520 cm)
 Width overall: 6'-4¼" (192 cm)
 Height: 7'-11½" (248 cm)
 Ground clearance: 1'-1½" (35 cm)
 Wheel Centres: 5'-6½" (163 cm)
 Wheelbase: 10'-7¾" (320 cm)
 Rims: 24 x 7 cm

Tyres:

Type:

Mechanical Details

Engine:

Transmission:

Steering:

Suspension:

Armament

Main:

Calibre, and length in
calibres:

Traverse:

Elevation:

Secondary armament:

24 x 9.75 cm

Pirelli "Libia" or "Artiglio"

SPA Abm 1 6 cylinder inline
 petrol, watercooled, 4,995 cc
 developing 80 bhp at 2,700 rpm
 SPA 6 forward, 4 reverse
 Dual control
 Independent coil springs

1 x 20 mm Breda M35
 Cannone Contraereo

20 mm L/65

360° turret. Operation: Hand
 plus 20 degrees, minus 10
 degrees

1 x 8 mm Breda M38 co-axial
 1 x 8 mm Breda M38 in rear
 hull gimbal mount-elevation
 14 degrees, depression 7
 degrees, traverse 14 degrees
 to bath right and left

Stowage

Ammunition, main
armament 57 x 8 rd magazine
(456 rds)
 Ammunition, secondary
armament 83 x 24 rd magazines
(1992 rds)
 Internal fuel capacity 46 Imp. gals. 48 U.S.
gals. 200 litres

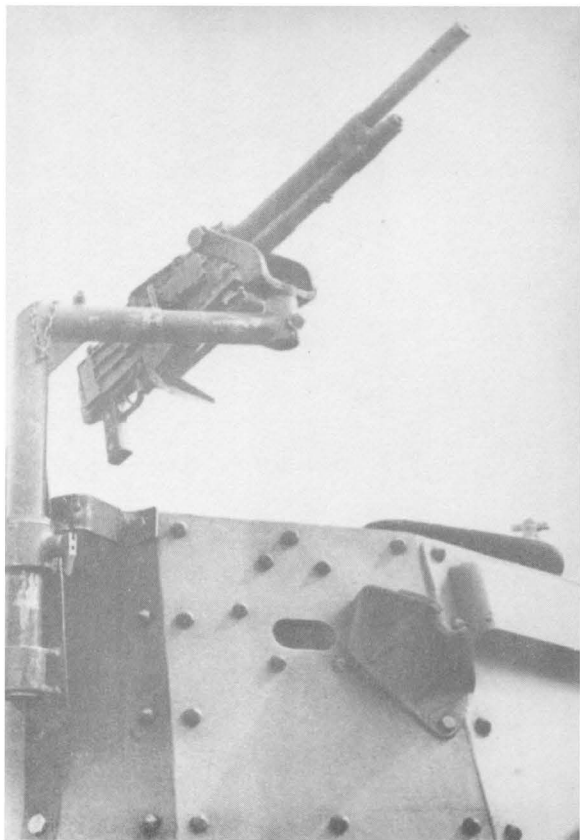
Armour

Type: Homogenous steel plate
rivetted and bated.

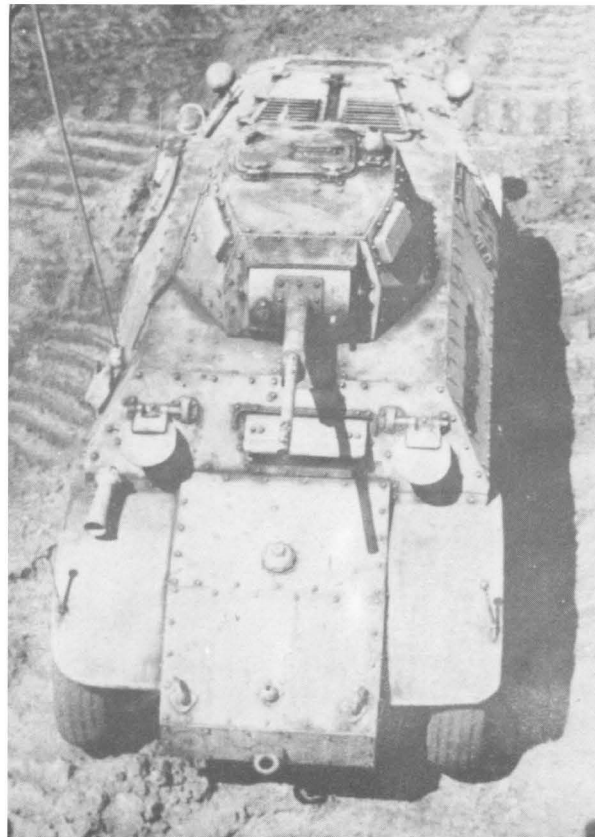
Radio: 1 x Magneti Marelli RF 3M

Technical Specification for Autobunda 40

Speed, max. road: 76 Km/h
 Max. gradient: 40%
 Height: 244 cm
 Armament, main: 2 x 8 mm Breda M38 in
turret mounting
plus 20 degrees, minus 10
degrees
 Elevation:
 Ammunition: 167 x 24 rd magazines
(4008 rds)



LEFT: A close up photograph of the special anti-aircraft mounting which was provided on every fourth AB 41 in a Platoon. The mounting can be removed from the brackets when not in use. The machine gun is the standard 8 mm Breda M 38 seen here without its magazine fitted. The bracket ahead of the vision slit was for a smoke discharger.



RIGHT: An Italian AB 41 examined by British Intelligence units in England during the War. This vehicle is of particular interest as it was belong to the P.A.I. (Italian Africa Police). The identifying feature of the Police vehicles was the unusual radio aerial which is mounted on the right rather than the left side. (Imperial War Museum Photograph – MH 11806)



ABOVE: *The first Carro Commando attached to the Semoventi units was a simple conversion from the M 13/40 tank. These appeared in 1941. As can be seen the Carro Commando M 40 was basically a turretless M 13/40 tank fitted with hatch covers over the turret ring.*

CARRO COMMANDO PER SEMOVENTI — 1941/43

Drawings and historical research by Dott. Nicola Pignato.

BELLONA PRINTS which should be studied in conjunction with this series: Series 10 — Carro Armato Tipo M 13/40.

At the beginning of 1941 it was realised that the Semoventi Assault gun units would need an adequate command vehicle to relay orders to and from Headquarters and to assist location of targets. A prototype was hurriedly produced under the designation "Carro Commando M 13". This prototype was simply a turretless M 13/40 medium tank with the turret ring plated over. A hatch with two doors was provided in these cover plates. The aperture was approximately 2'-0" x 1'-4" and the doors were hinged front and rear. The vehicle weighed 13 tonnes, but no radio equipment was fitted. These vehicles were to have a crew of 3 or 4.

The production vehicles remained much the same but were more refined. The turret ring being covered by an armoured cover with four hatches which, when opened gave an extremely large opening. A goniometer and range finder were provided for observation and gun laying, while two radio sets were fitted. These radios were the usual ones found in Centro Radio Vehicles, namely the RF 1 CA which was used for communication with the individual Semoventi. The second set was an RF 2 CA which was used to contact the command group. The armament consisted of the twin 8 mm machine guns in hull gimbal mounting, as on the M 13/40

tanks, and this was supplemented by an anti-aircraft mounting for a 8 mm Breda M 38 machine gun which could be fired from the open hatches.

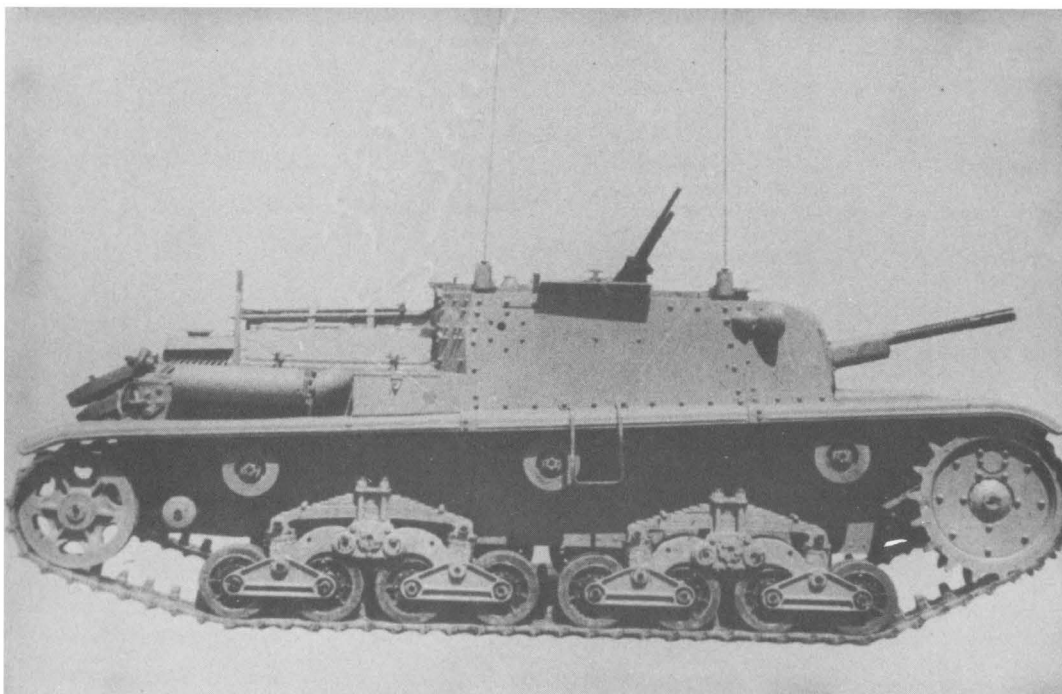
The Carro Commando M 40 were manufactured by FIAT—Ansaldo, and the first vehicles were handed over to Semoventi da 75/18 batteries formed in the Summer of 1941. The first units thus equipped saw action in the North African Desert in January 1942 during the recapture of Cyrenaica.

In 1942 a new model appeared, the Carro Commando M 41. This vehicle was based on the M 14/41 tank chassis, but, except for the heavy machine gun armament, was externally indistinguishable from the Carro Commando M 40. The twin 8 mm hull machine guns of the M 40 were replaced by a 13.2 mm Breda M 31 heavy machine gun, thus giving the command vehicle the opportunity to provide machine gun support for the Semoventi. This is the vehicle shown in our main drawings. The crew of these vehicles was four men; the commander — officer, driver and two radio operators. One radio operator was also the hull machine gunner.

Again later in 1942 the Carro Commando M 42 appeared. This vehicle now used the chassis of the Semoventi da 75/34 which had a modified engine compartment which elongated the hull, otherwise there was no change to the specifications. As with all later Italian vehicles, racks for jerry cans were provided at the factory and usually additional track plates were carried at the front of the vehicle to improve protection. The M 42 also appeared as an air co-operation vehicle. In this format it was equipped with the RF 3 M2 long range radio set in place of the RF 2 CA set. The additional radio equipment meant that the normal 35 magazines of 13.2 mm ammunition had to be reduced to 29. Each magazine held 12 rounds. The 21 magazines of 8 mm AA MG ammunition remained as before.

All of the Carro Commando were unpopular with their crews. As had been found by all other combatants, special command vehicles were easily identified and were the first targets engaged. Thus despite their low silhouette and higher speed, they were far more vulnerable. Furthermore, the Carro Commando were virtually unarmed against enemy tanks and armour. When the hatches were closed, the observation facilities were totally inadequate, being confined to the driver's episcopo and the hull MG sight telescope. An improved Carro Commando M 43 was envisaged but never entered production.

BELOW: *The Carro Commando M 41 was again a very simple conversion based upon the current tank the M 14/41. However, to increase the firepower of these Command vehicles a 13.2 mm Breda M 31 machine gun replaced the twin 8 mm normally fitted in the tanks and on the Carro Commando M 40.*



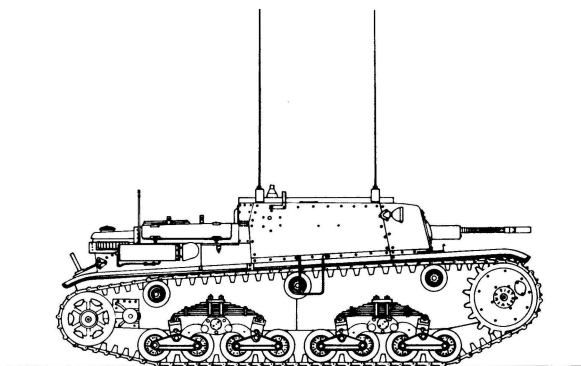
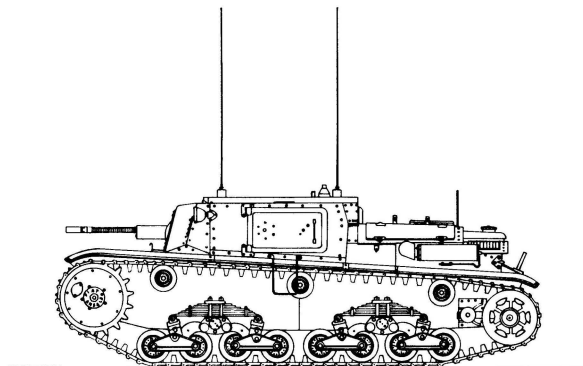
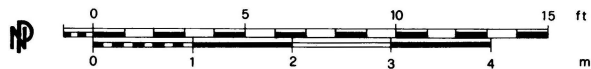
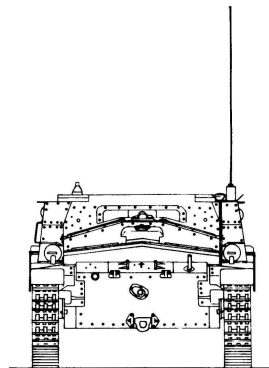
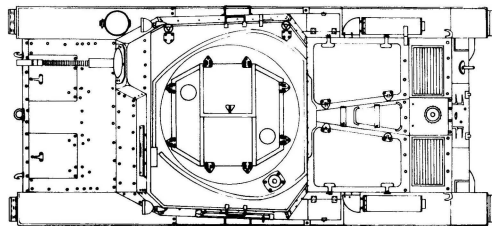
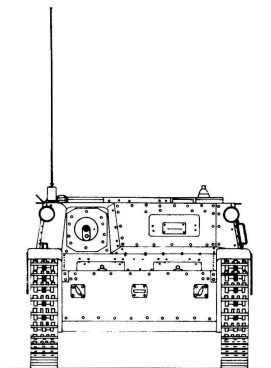
The Carro Commando were manufactured for the Italian Army from 1941 to September 1943. From then until the end of 1944 they were manufactured for the German Army and for the Fascist Repubblica Sociale Italiana — G.N.R. Armoured groups "Leonessa" and "Leoncella". The G.N.R. markings are shown in our colour cover of the AB 41. It is interesting to note that the Gruppo "Leonessa" had some Carro Commando M 42 during 1944.

All Semoventi units were issued with the Carro Commando from the Summer of 1941. Every Semoventi da 75/18 group had four Carri Commando; two for the Group headquarters and one for each battery. The full official R. Esercito designation was Carro Commando su scafo M 40 etc. (Command vehicle on M 40 chassis). The official designation of the air co-operation M 42 was Carro Commando per aeroco-operatione su scafo M 42.

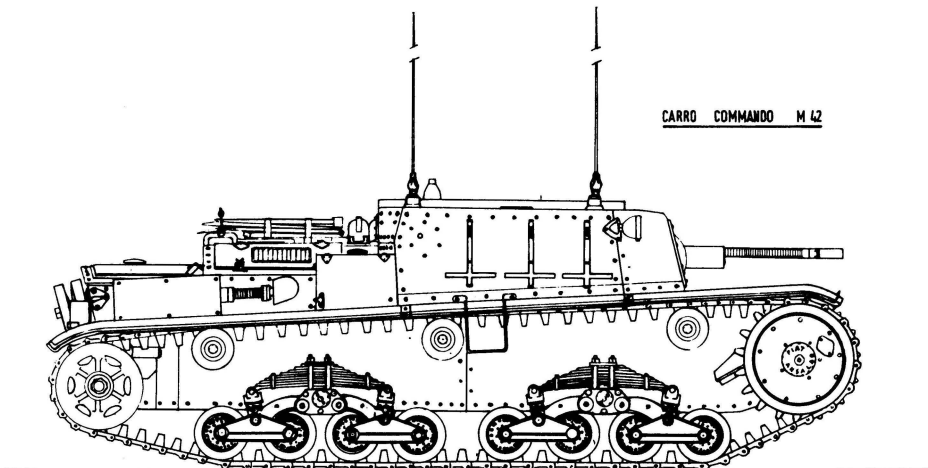
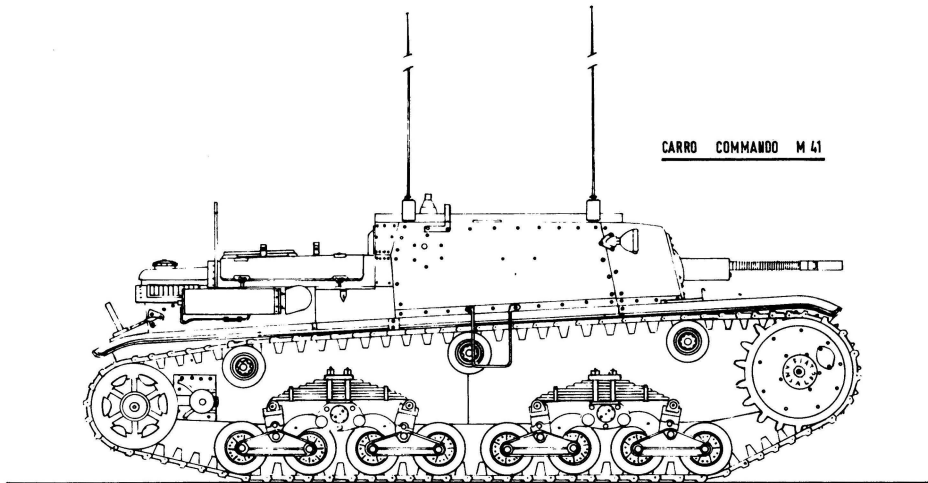
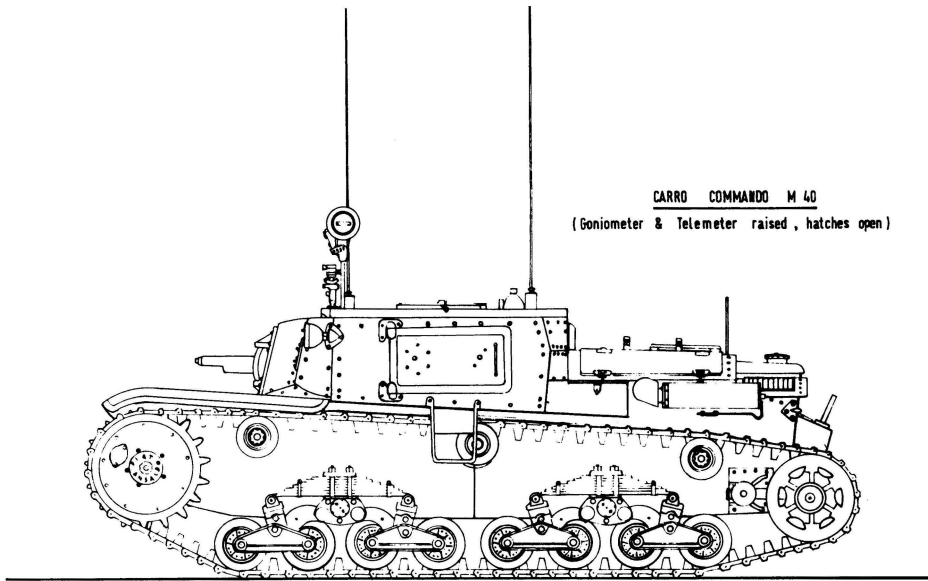
A Carro Commando M 41, in fairly good condition, was still on display in the "Museo della Motorizzazione Militare" in Rome in 1968.

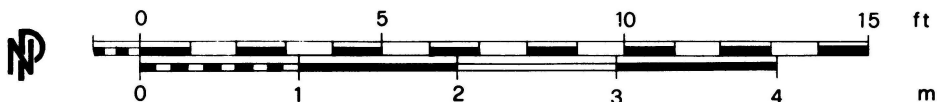
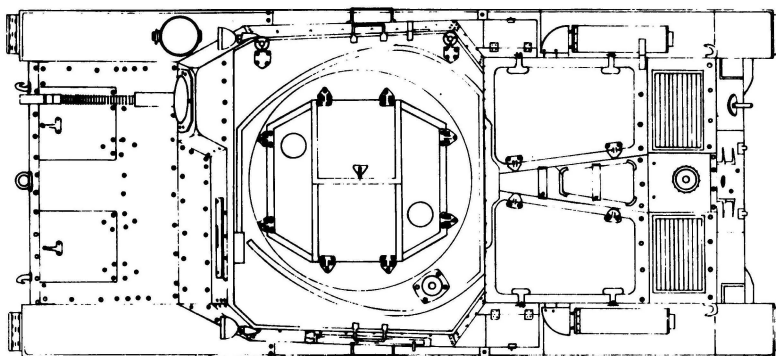
Technical Specification for Carro Commando per Reparto Semoventi da 75/18 (Scafo M 41)

Crew:	4	Armament	
Weight, combat loaded:	27,552 lbs. 12.30 long tons 13.78 short tons, 12.50 tonnes	Main:	1 x 13.2 mm Breda Mod.31
Performance		Calibre, and length in calibres:	13.2 mm (0.5186 ins)
Speed, max. Road:	20.5 mph (32 Kmph)	Secondary armament:	1 — 8 mm Breda 38 machine gun (AA)
Cross country:	10 mph (16 Kmph)	Stowage	
Max. Gradient:	45 degrees (100%)	Ammunition, main armament:	35 x 12 rd magazines (420 rds)
Fording depth:	3'—3½" (100 cm)	Ammunition, secondary armament:	21 x 8 rd magazines (224 rds)
Trench crossing:	6'—7" (200 cm)	Internal Fuel capacity:	32 + 7.7 Imp. gals. 38 + 9 U.S. gals. 145 + 35 litres
Step:	2'—7½" (80 cm)	Armour	
Min. Turning Circle	14'—9" (4.50 metres)	Hull, Nose	H76 Rounded (30 mm)
Range (internal fuel) Road	124 miles (200 Km)	Glasis plate	0.984" (25 mm) @ 81 degrees
Dimensions		Drivers plate	1.176" (30 mm) @ 11 degrees
Length overall:	16'—1½" (491.5 cm)	Sides, upper	0.984" (25 mm) @ 9+0 degrees
Width overall:	7'—10" (228 cm)	Rear	0.948" (25 mm) @ 9 degrees
Height:	5'—11" (181.5 cm)	Decking	0.540" (14 mm) @
Ground clearance:	1'—3" (38 cm)	Engine covers	0.345—0.393" (9—10 mm) @ 76 and 86 degrees
Trackwork		Belly, Front	0.590" (15 mm) @ 90 degrees
Centres:	6'—2½" (190 cm)	Rear	0.433" (11 mm) @ 90 degrees
Length on ground:	9'—6" (288 cm)	Radio Equipment	
Width:	10¼" (26 cm)	1 App. R.F. 1 C.A.	
Number of links per track	84. Type Mono-link	1 App. R.F. 2 C.A.	
Mechanical Details		Optical Equipment	
Engine:	SPA 15T diesel 8-V watercooled 145 H.P. at 1800 rfm.	1 Episcopes	
Transmission:	Fiat-Ansaldo 8FZR 4 F1R incorporating dual range reduction gear	1 Periscope	
Steering:	Epicuclic clutch & brake	1 Telescope	
Suspension:	Laminated semi-elliptic springs		

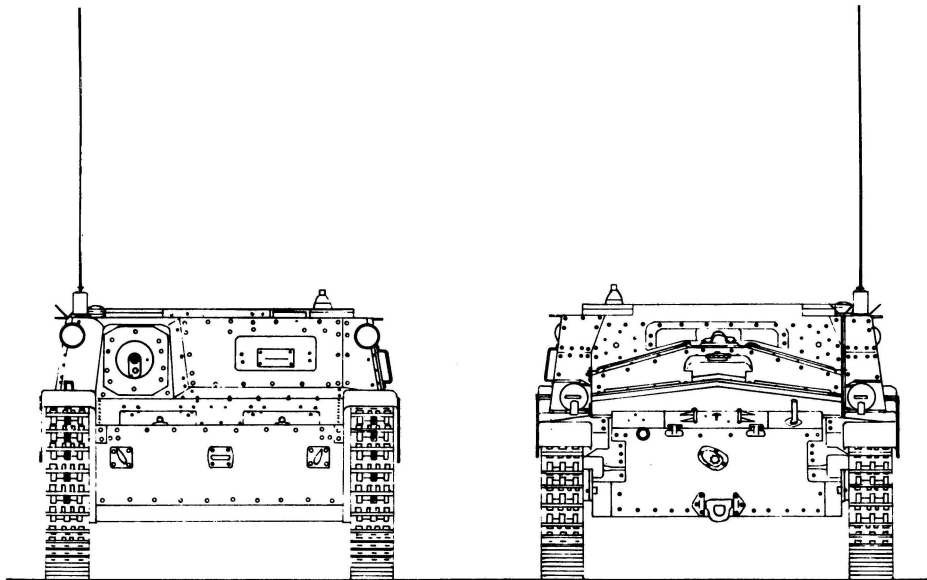


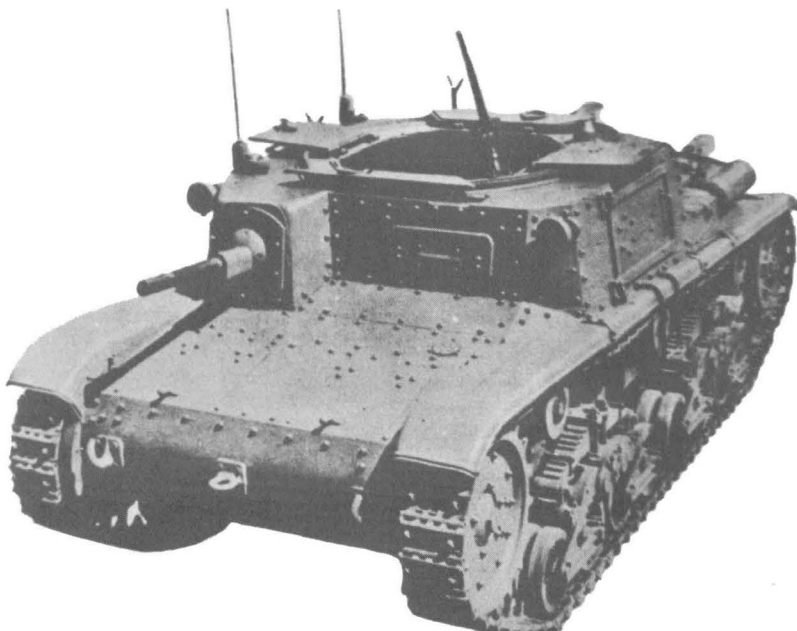
CARRO COMANDO M 41





CARRO COMANDO M 41





ABOVE: This front view of the Carro Commando M 41 shows clearly the standard M 14/41 tank hull fitted with the four part hatches over the turret ring. The 8 mm Breda M 38 in an anti-aircraft mounting was standard equipment in all command vehicles. On the right hand side are the radio aerials for the two radio sets.

BELOW: Rear view of the Carro Commando M 41. Note the aerial rests. The later Carro Commando M 42 were fitted out exactly the same. However, the chassis of the M 42 was the elongated one introduced for the Semovente 75/34.

